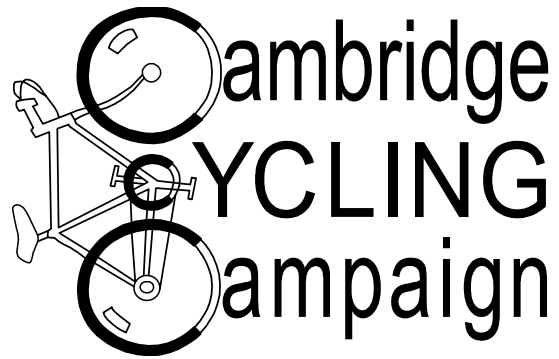


March 6, 2003

Our ref: NA03003
Your ref:

Joseph Whelan
Box ET1014
Cambridgeshire County Council
Castle Court, Shire Hall
Castle Hill
Cambridge CB3 0AP



Cambridge Cycling Campaign

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Dear Mr Whelan,

Western Corridor Area Transport Plan

Cambridge Cycling Campaign welcomes the approach to funding of transport infrastructure offered by 'Area Transport Plans' but is concerned about the lack of vision regarding cycling provision. In particular we are concerned over the lack of any proposals to provide 'cross boundary' links between adjacent areas, or routes over the trunk roads and motorways in the area for sustainable modes.

We are pleased to see the proposals to upgrade the Coton path. This is currently an unsatisfactory route due to its darkness, blind bends, narrowness, and uneven surface, especially in the vicinity of the M11 bridge.

Regarding the North to West boundary the opportunity to provide a Histon to West Cambridge route using the existing occupation bridge over the A14 at GR 432616 must not be missed. With land likely to be released for housing to the south of the A14 at this point, and proposed West Cambridge expansion this would provide an excellent link and enable many cyclists to avoid the difficult Histon interchange. Such a link would also allow another link from the Oakington developments, from which even the City centre would be easily cycleable.

The M11 and A428/A14 bisect this area and provide great barriers to cycling and walking, especially as the junctions with other roads are so busy and hostile for vulnerable modes. Yet there are many accommodation bridges that carry footpaths as rights of way (GRs 408608, 417607, 419577, 422558, & 426546) some of which are already used unofficially by

cyclists. With little expense these routes could be upgraded to provide viable alternatives for many trips. The final one in this list, the Cantelupe farm access road is not a RoW, and lies just outside the area, but is currently used by some cyclists as an important link by kind permission of the Pemberton Estate. This simply requires a formal access agreement with the landowner.

We are very uncertain of the route for the Huntingdon Road to Barton Road link. A good route here could be invaluable, but if it is a patchwork of short discontinuous links, and used as justification to remove on road provision for cyclists, we would suggest the 750 000 pounds would be better spent elsewhere.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Jim Chisholm